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Approved For Release 2001/05/07 : CAA-RPP74600297RP00709090001697ED.

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- A. PRIMARY CONTACT AT LORING
 COL WILLIAM C. CRIDLAND FR 39492, CMEC-42 CGC

 TELEPHONE X2151

 ALTERNATE LIT/COL WILLIAM A. LOUGHLIN JE. AM JETZON,

 ASSISTANT DCO, 42 BW , TELEPHONE X2163
- 2. SCHEDULE OF EVENTS
- A. HAC C-141 DEPARTS EDWARDS AVB 2000Z, 15 APR, ARREVIEW LORING 0200Z, 16 APR.
 - B. C-141 DEPARTS LORING 0730Z, 17 AFR.
- 3. SUPPORT REQUIREMENTS

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TRANSPORTATION: SUITABLE BUS TRANSPORTATION AT C-141 ARRIVAL/DEPARTURE TIMES FOR ALL PERSONNEL AND BAGGAGE TO/FROM QUARTERS.

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DEPLOYMENT PERSONNEL DURING THEIR STAY AT LORING.

- C. IT WAS AGREED THAT THE BRIEFING ROOM IN THE 407
 ARS BLDG WOULD BE MADE AVAILABLE TO THE SCOPE SAINT CONTINGENT.
- D. ROUTINE EMBOUTE SUPPORT FOR C-141, I.E., FUEL, STARTING CART, CREW TRANSPORTATION. REQUEST C-141 BE PARKED IN AREA NOT REQUIRING SPECIAL FLIGHT LINE IDENTIFICATION FOR ACCESS. A SCOPE SAINT SECURITY REP WILL REMAIN WITH C-141 AT ALL TIMES.

E. COMMUNICATIONS:

25X1A

- (1) PRIMARY CONTACT CAPT DONALD V. GREAVES,

 CHIEF C&E, 42ND BOMB WING, DUTY PHONE HOME
- (2) OVER THE COUNTER SERVICE VIA LORING COMMUNICATOR WILL BE PROVIDED AS REQUIRED.
- (3) TWO CLASS A TELEPHONES WILL BE AVAILABLE IN

 25X1A

 BRIEFING ROOM 407 ARS BUILDING FOR USE BY DEPLOYMENT COMMO

 TEAM IN SETTING UP PRIVACY COMMO SYSTEM. TELEPHONE:

 (CLASS A) TO BE INSTALLED. EXISTING PHONE TO BE CHANGED

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FROM CLASS C TO CLASS A.

- (4) ALL LONG DISTANCE CALLS ORIGINATED BY DEPLOYMENT TEAH WILL USE CREDIT CARD OR CALL COLLECT.
- (5) CERTIFICATION OF COMMO TEAM MEMBERS CLEARANCE TO FILE AND RECEIVE TRAFFIC BEING FORWARDED IN SEPARATE MESSAGE VIA SAC HQS OFFUTT.
- F. REDEPLOYMENT IS SCHEDULED FOR 25 APRIL. RETURN ITINERARY DOES NOT INCLUDE LORING, HOWEVER LORING IS PRIMARY DIVERSION BASE. IN EVENT OF LANDING AT LORING ON REDEPLOYMENT, THE ABOVE SUPPORT REQUIREMENTS WILL BE NEEDED. PROJ HDQS WILL ADVISE WHEN SCOPE SAINT II HAS BEEN COMPLETED.

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- 1. On 10 apr 69 a meeting was evid with we sen zeigfield (FAA-Overseas dese, wase, d. c.) relative to clearance requirements generated by the scope saint in exercise.
 - 2. THE POLLOWING PROJ EQS/PAA AGREEMENTS WERE REACHED:

 A. C-141 WILL RENDER POSITION REPORTS FOR BOTH THE

 C-141 AND THE U-2R. A STATEMENT TO THIS EFFECT WILL BE

 ENTERED IN THE RENARMS SECTION OF THE C-141'S CLEARANCE

 REQUEST.
 - B. PAA WILL BE SUPPLIED WITH C-141 CALL SIGNS AS SOON
 AS THEY ARE AVAILABLE. THIS WILL PACILITATE SPECIAL
 HANDLING OF C-141 CLEARANCE REQUEST AND PRECLUDE ANY
 DELAYS OR CHANGES IN THE C-141 PLIGHT PLAY OUT OF LORING
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COORDINATING OFFICERS

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Approved For Belease 280 1/05/67: THAN THE ISSUING OFFICE IS PROHIBITED.

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C. FAA WILL BE KEPT INFORMED BY PROJ HQS OF ANT SCOPE SAINT II MISSION DELAYS.

25×1A 3. FOR REQUEST C-141 AIRCRAFT CALL SIGNS HE SUPPLIED TO PROJ HOS FOR PERIODS OF TIME COVERED BY SCOPE SAINT II. FURTHER, REQUEST NAMES, RANK AND SECURITY CLEARANCES OF C-141 CREW HEMBERS HE FURNISHED. REQUEST A BASIC C-141 CREW ONLY.

SED OF MESSAGE

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25×1A (SCOPE SAINT TWO)

25X1A

- 1. IN ADDITION TO REQUIREMENTS FOR SCOPE SAINT
 TWO DEPLOYMENT FILE ON FAX MLT 15/1900Z AN OUTLOOK OF SYNOPTIC
 CONDITIONS ALONG ENTIRE ROUTE AND INCLUDE ON FAX CHART AN
 OUTLOOK FOR TERMINAL WEATHER AT 25×10
- 2. REQUEST NWD FAX CHARTS INCLUDING FORECAST SYNOPTIC CONDITIONS FOR ALL SCOPE SAINT FORECASTS. INCLUDE DEPICTION OF THE ROUTE ON THE FAX CHARTS FOR IMMEDIATE REFERENCE. INCLUDE FORECAST OF THE STATE OF THE SEA.

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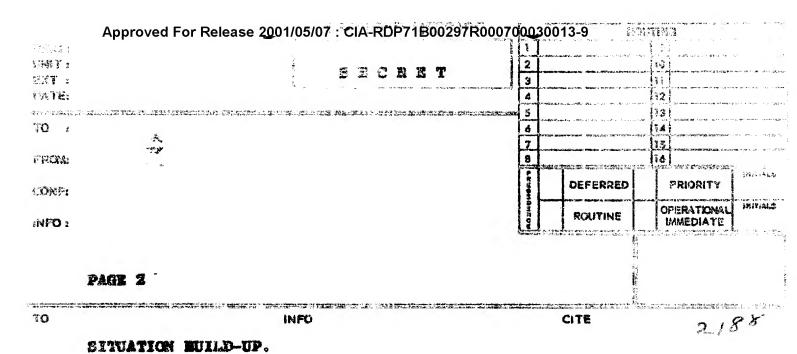
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- OXYGEN STATUS OF THE ARTICLE WILL BE CLOSELY MONITORED BY THE MISSION COMMANDER. ANY OXYGEN MALFUNCTION OR DEVIATIONS PROM THE OXYGEN CONSUMPTION CURVE WILL BE IMMEDIATELY REPORTED TO MISSION COMMANDER BY THE DRIVER.

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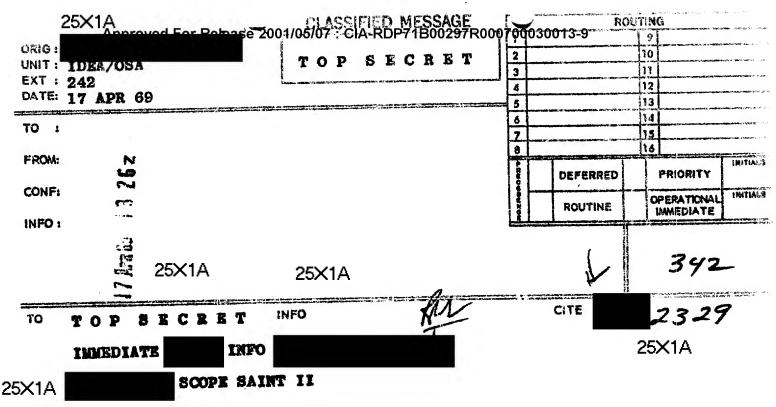
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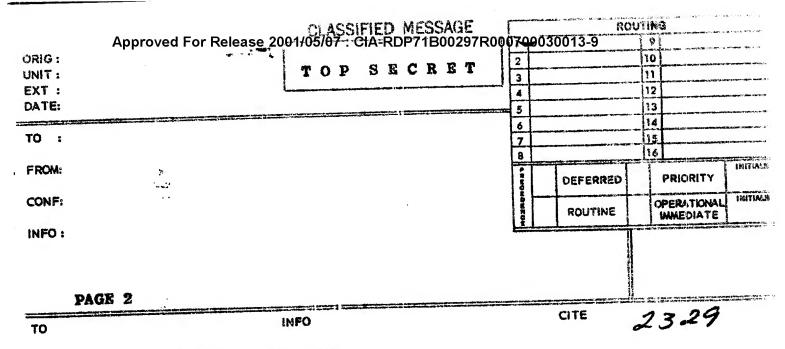


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 - (C) SYSTEM 6 ON RIGHT AT TAKE OFF, BOTH AT PT D, OFF AT LANDING.
 - (D) IFF/BIF: AS REQUIRED BY FLIP AND LOCAL DIRECTIVES.
- E. N/A
- F. (1) FLY MAX POWER CRUISE PROFILE.
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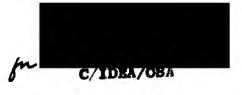
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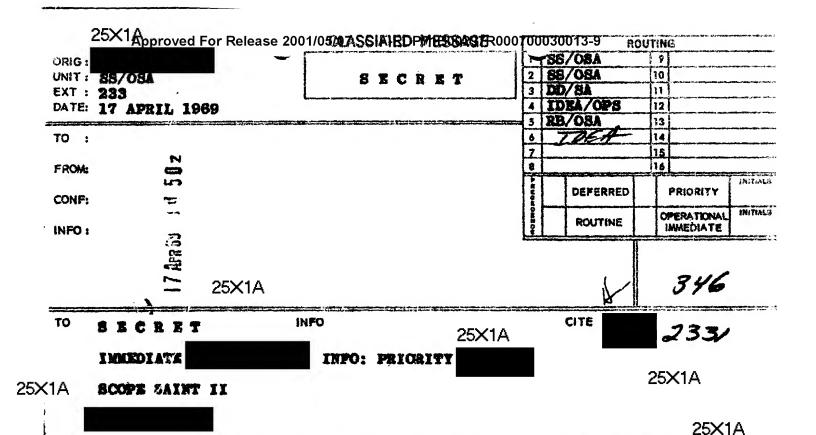
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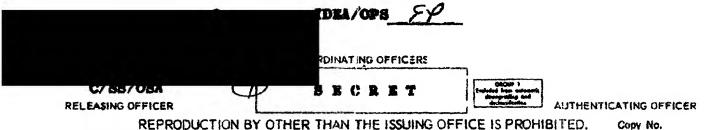
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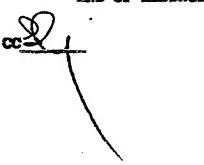
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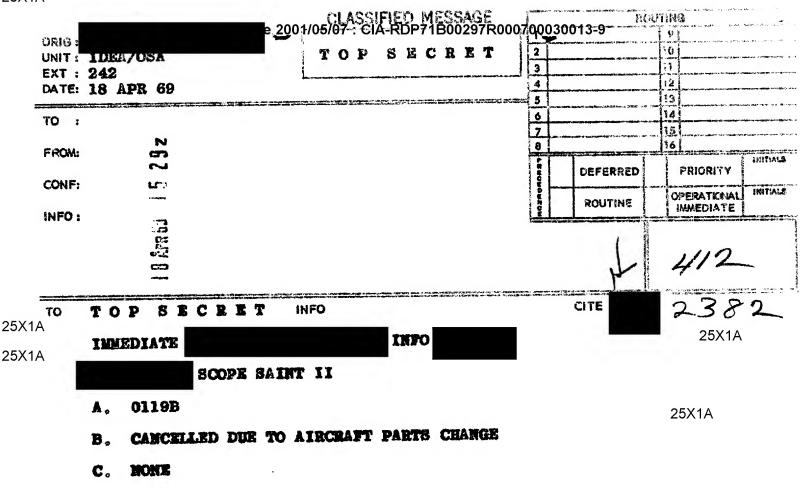
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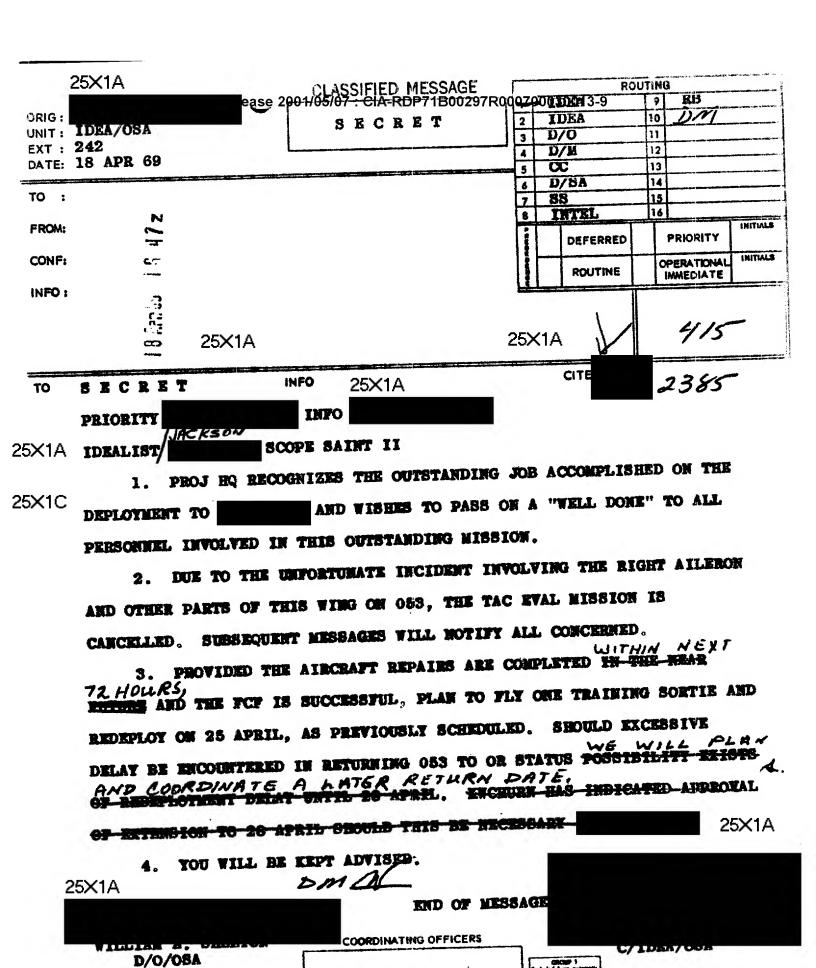
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INTEREST GENERATED BYTOUR REF MESSAGE PROMPTS BQ TO PERHAPS FLY THE B TYPE CAMERA ON THE PROGRAMMED TRAINING MISSION, IF THIS MEETS WITH YOUR APPROVAL. FOR YOUR INFORMATION, THE "B" CAMERA IS CAPABLE OF BIRIZON TO HORIZON OBLIQUE PROTOGRAPHY AND WE WOULD BE HAPPY TO SUPPLY PRINTS OF THAT TYPE OF TAKE IF YOU DESIRE FOR YOUR IMAGERY AF/LYSIS. THE PHOTOGRAPHY WOULD BE PROCESSED AS PROGRAMMED FOR 25X1A CANCELLED MISSION 0119B, IE, PROCESSED AT AND PRINTS HETUKKED TO YOU FOR AMALYSIS.

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- ONE ADDITIONAL CONSIDERATION IS THAT THE 0119B MISSION ROUTE COULD BE FLOWN IN LIEU OF THE PROGRAMMED TRAINING ROUTE. CONSIDERATION APPROVAL WOULD GIVE FAR SUPERIOR TERRAIN PHOTOGRAPHY COVERAGE FOR ANALYSIS PURPOSES.
- PLEASE ADVISE AS SOON AS POSSIBLE IF THE ABOVE CONSIDERATIONS 3.

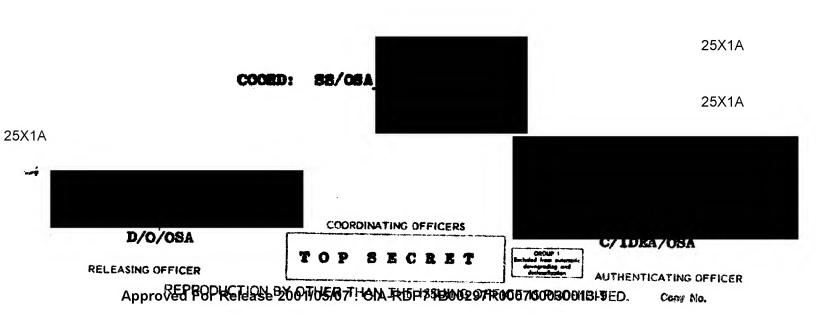
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1. Due to the curtailed amount of flying planned for the remainder of the scope saint ii exercise request answers to the following:

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A. A MOUNT OF JPTS PRESENTLY AVAILABLE

B. ESTIMATED NUMBER OF GALLONS SPECIAL FUEL TO BE CONSUMED FOR AN FCF AND ONE FOUR HOUR TRAINING SORTIE, PLUS REDEPLOYMENT MISSION.

C. AMOUNT OF FUEL AFTER DELIVERY BY THE C-130 SCHEDULED FOR 21 APRIL.

25×1A

2. FOR REQUEST THIRD/LOAD OF JPTS FUEL SCHEDULED FOR DELIVERY ON 23 APRIL BE HELD IN ABEYANCE UNTIL FURTHER ADVISED.

25×1A

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3. FOR ADVISE PROJ. HQS/ WEIGH ARRIVAL AT COORDINATING OFFICERS

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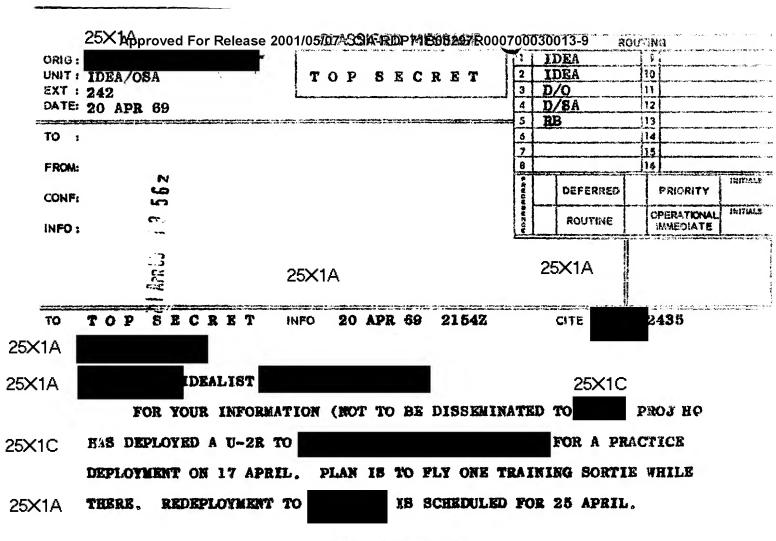
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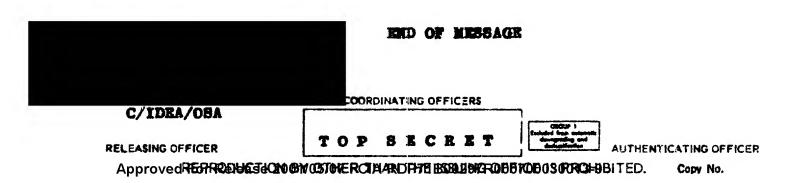
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- 1. PROJ EQ CONCURS WITH PLANS AND SEQUENCE OF EVENTS AS STATED
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 HESTER-THAT THE "B" CAMERA TRAINING MISSION IS FLOWN AS APPROVED IN
 REF E. THEREFORE, UNLESS YOU CONSIDER WEATHER TO BE A DEFINITE
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 THIS WOULD PRECLUDE LEOSING THE CAMERA MISSION IF FOR SOME UNFORESEEN
 REASON WE WERE UNABLE TO FLY THE SECOND TRAINING MISSION.
- 2. "B" CAMERA TRAINING MISSION, NOUTE, AIRCRAFT CONFIGURATION, SYSTEMS ACTION POINTS AND TAKE PROCESSING WILL BE THE SAME AS 25×1A ESTABLISHED FOR MISSION 0119B.



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- 1. YOUR REF A MESSAGE IS SOMEWHAT CONFUSING TO PROJ HQ! ARE YOU STATING IN REF A THAT YOU HAVE ENOUGH JPTS FUEL AFTER THE DELIVERY RECUESTED IN REF B AND SUPPLYED BY REF C, OR DO YOU WANT TO CANCEL THE REF B AND C 1000 GALLONS THAT IS TO BE SUPPLIED ON 23 APRIL.
- 2. REQUEST CLARIFICATION AS SOON AS POSSIBLE SO THAT APPROPRIATE ACTION CAN BE ACCOMPLISHED.



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IDEALIST SCOPE SAINT II

REF: 25×1A

SUBJECT: SYSTEM 6B

PROJ HQ DESIRES THAT SYSTEM 6B BE OPERATED THROUGHOUT 23 APRIL TRAINING TRAINING MISSION. SYSTEM 6B TAPES FOR 22 AND 23 APRIL TRAINING MISSIONS CAN THEN BE RETURNED TO PROJECT HQ FOR MUCH NEEDED ANALYSIS TRAINING FOR MEWLY INSTALLED TAPE ANALYSIS SECTION.

END OF MESSAGE

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COORDINATING OFFICERS

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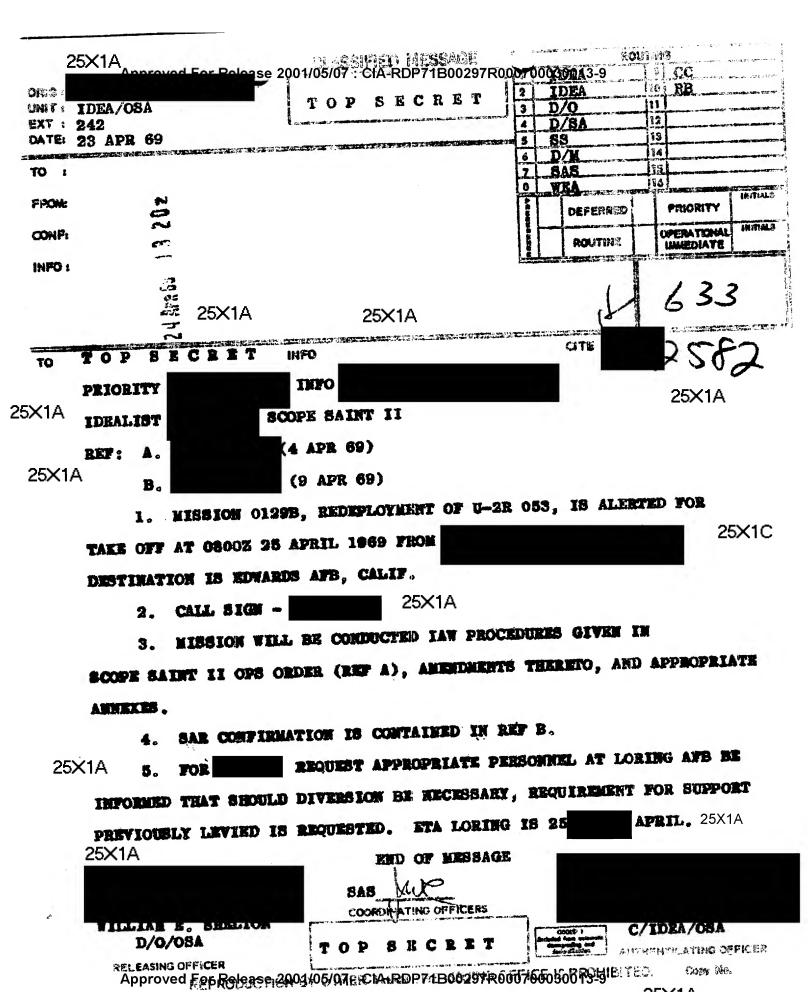
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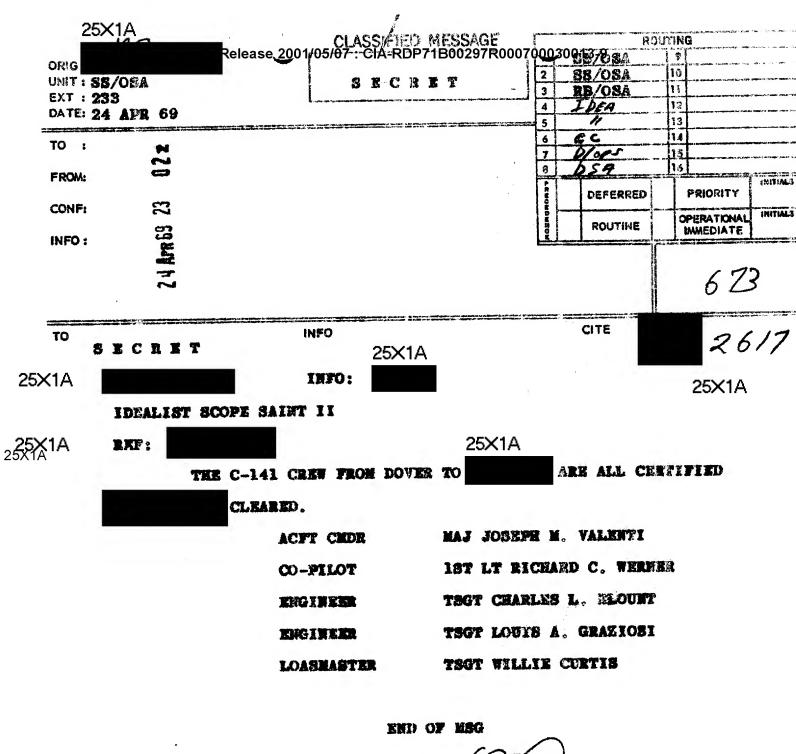
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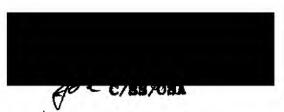
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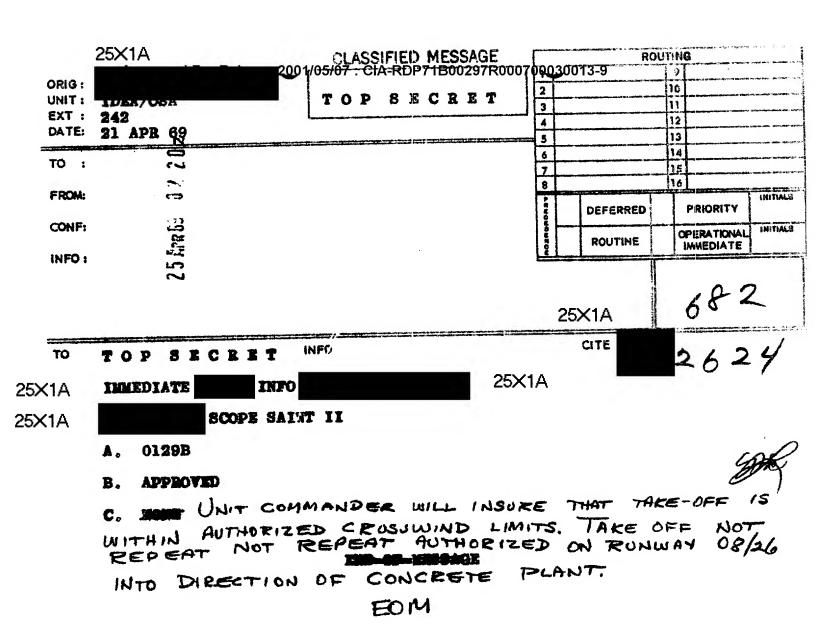
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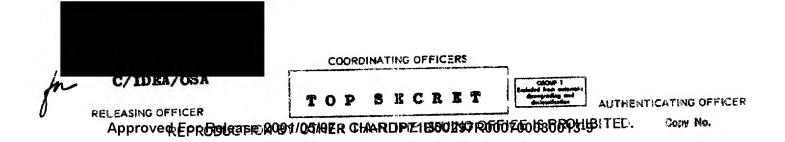
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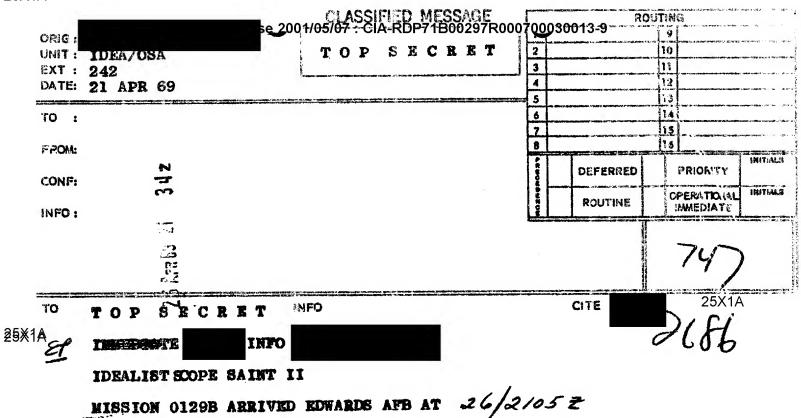
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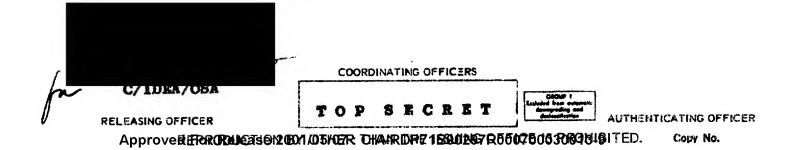
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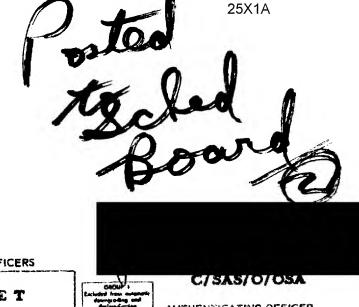
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IDEALIST SCOPE SAINT II

PRIORITY

PROJECT HQS WILL CONDUCT A CRITIQUE OF THE SCOPE SAINT II INVITED TO SEND AN OBSERVER TO THE MEETING.

END OF MESSAGE



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25×1A (SCOPE SAINT II)

THE SCOPE SAINT II OPERATION SUCCESSFULLY ACCOMPLISHED ALL ITS
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APPRECIATES YOUR EXCELLENT AND TIMELY SUPPORT GIVEN TO THIS
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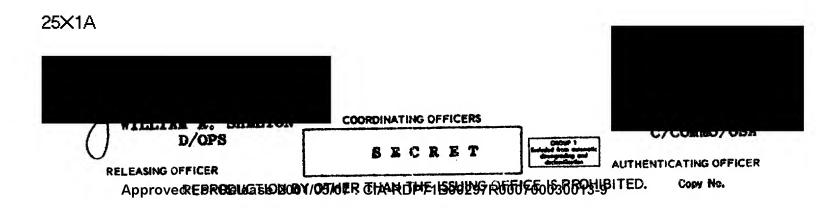
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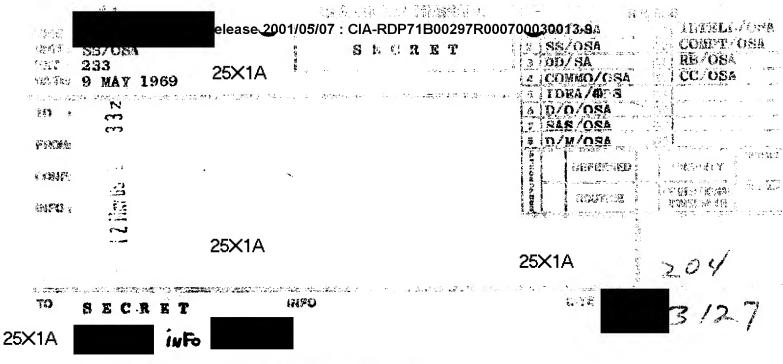
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IDEALIST SECUR COMMO SCOPE SAINT II

- A CRITIQUE OF COMMUNICATIONS PROCEDURES EMPLOYED ON SCOPE SAINT II HAS REVEALED A REQUIREMENT TO RESTERATE SOME BASIC GUIDE-LINES REGARDING CABLE WRITING TECHNIQUES.
- IT IS DIFFICULT TO PROVEDE CABLE WRITING INSTRUCTIONS THAT APPLY IN ALL SITUATIONS, HOWEVER IN GENERAL, THE FOLLOWING POINTS 25X1A THE NORMAL IDEALIST ADDRESS PATTEEN IN CABLES SHOULD BE KEPT IN MIND: PROVIDES FOR A FREE EXCHANGE OF TRAFFIC BETWEEN ACTIVITIES SERVED BY DEDICATED SPECIAL PROJECT COMMO FACILITIES SUCH AS

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etc. and

FOR 25X1A

THE PURPOSES OF POLICY CONTROL AND MUTUAL COMPARTMENTATION OF INFORMATION, THESE "OUTSIDERS" ORIGINALLY WERE ALLOWED TO EXCHANGE THE RESULTING PROLIFERATION OF CABLES, DELAY CABLES ONLY WITH y produced that the deprecents

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- IN THE FUTURE. WHEN IS involved. Hdqs will provide through appropriate annexes to ops orders, MORE SPECIFIC AND DETAILED INSTRUCTIONS IDENTIFYING THOSE ADDRESSEES THAT ARE PERMITTED TO EXCHANGE DEPLOYMENT CABLE TRAFFIC.
- IN SUMMARY. THERE ARE NO EXPLICIT PROCEDURES TO BE FOLLOWED IN ADDRESSING CABLES WHICH WILL COVER EVERY CONCEIVABLE CASE. BUT RATHER IT IS INCUMBENT UPON EACH INDIVIDUAL TO BE AWARE OF THE Appropriate Guidzlines and exercise care and judgment when preparing A MESSAGE. THIS APPLIES NOT ONLY TO THE ADDRESS LINE, BUT TO THE TEXT OF THE MESSAGE AS WELL. THE ORIGINATOR OF A MESSAGE IS CHARGED with the primary responsibility for the correctness of the message INCLUDING ADDRESS PATTERN AND SLUGS, AND NOT THE TYPIST OR THE COMMO OPERATOR.

END OF MESSAGE

COMMO/OBA N. F. (DONFT)

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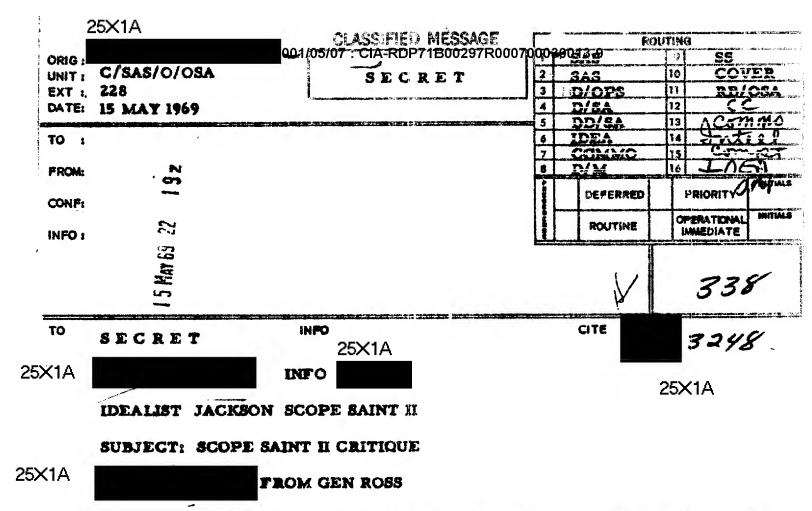
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COORDINATING OFFICERS

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1. THE FOLLOWING SEQUENCE OF EVENTS AND CRITIQUE SUMMARY
OF THE JOINT EXERCISE SCOPE SAINT II CONDUCTED DURING APRIL 1969

(APPRAINTION). WISH TO ENPHASIZE
IS FORWARDED FOR YOUR BEXTEN. TONE MOTE THAT EVEN THOUGH
THE TACTICAL EVALUATION MISSION WAS NOT COMPLETED, WE ARE
PLEASED WITH THE EXERCISE AND FEEL THAT MANY IMPORTANT
MILESTONES WERE REACHED.

A. SCOPE SAINT II SEQUENCE OF EVENTS:

15-17 APRIL SUPPORT AIRCRAFT (C-141) DEPARTED EDWARDS AFB, CALIF
15/2000Z WITH AN ENROUTE STOP AT LORING AFB. ARRIVAL
25×1C TIME AT NO UNEXPECTED DELAYS

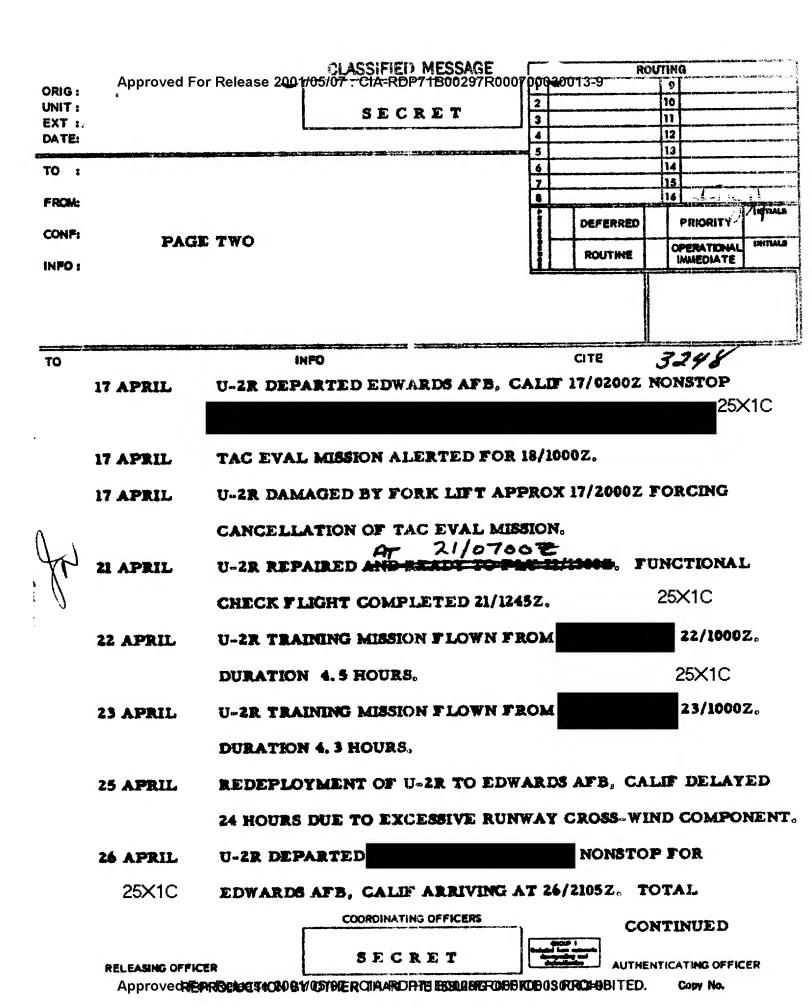
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| | 26 APRIL | C-141 RED | eployment from | | TO ED | WARDS AF | B |
| | | VIA DOVE | R AFB COMPLETED 26/ | | 8 | 25X1A | |
| 25X1C | | B. OVER | all evaluation: | | | | |

(1) THE STATED MAIN PURPOSE OF THIS DEPLOYMENT

IN THIS REGARD, DETACH G AND PILOT

25X1C WAS TO EVALUATE DETACH G'S CAPABILITY USING

PERFORMANCE ON THIS DEPLOYMENT WAS CONSIDERED AS OUTSTANDING.
WHILE IT WAS UNFORTUNATE THAT THE INCIDENT WITH THE FORK LIFT
HAD TO OCCUR, IT DID PROVE OUT THE RAPID RESUPPLY RESPONSE THAT
HAS BEEN BUILT INTO THIS PROGRAM. DETACH G'S RECOVERY FROM
THIS DAMAGE

CONTINUED

COORDINATING OFFICERS

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WHEREIN IT WAS ABLE TO ACCOMPLISH THE TWO SORTIES AND ONE TEST
HOP ALL WITHIN THE ORIGINALLY ALLOTTED TIME FRAME, WAS
DEMONSTRATIVE OF THEIR "CAN DO" CAPABILITY. IN ANY EVENT THIS
DEPLOYMENT HAS PROVEN THAT DETACH G CAN RAPIDLY DEPLOY AND
OPERATE THE U-2R UNDER ADVERSE CONDITIONS ON A WORLD WIDE BASIS.

(2) THE SECOND TASK ASSIGNED DETACH G, THAT

25×10 of fabricating a management adapter kit, was completed satisfactorily. This kit should serve very well towards reducing the weight and cube of future deploying detachments.

25×1C OF EXERCISING THE IN U-2 OPERATIONS WAS NOT COMPLETED IN THE DEGREE ORIGINALLY PLANNED. IT IS HOPED THAT ON FUTURE OPERATIONS MORE CAN BE ACCOMPLISHED IN THIS AREA.

CAP PREDEPLOYMENT PREPARATIONS

(1) COORDINATION BETWEEN JACKSON AND IDEALIST

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HOS -- THE PREDEPLOYMENT PLANNING MEETINGS MAD AND WASHINGTON WERE THE EFFECTIVE. THESE MEETINGS ENABLED BOTH OF THE HOS STAFF TO IDENTIFY AND SOLVE, IN ADVANCE, MOST OF THE PROBLEM AREAS THAT OTHERWISE MIGHT HAVE LIMITED THE SUCCESS AND MAGNITUDE OF SCOPE SAINT IL.

(2) USAF COORDINATION -- THIS COORDINATION WAS ALSO EFFECTED IN A WEEK SMOOTH MANNER. THIS PRECOORDINATION ALLOWED FOR AN EFFORTLESS TRANSFER OF DETACH G DEPLOYMENT KIT TO A NEW TYPE (C-141) PRIMARY SUPPORT AIRCRAFT.

WAS AGAIN VEEN EFFECTIVE. IN THIS CASE THE DETACH HAD MANY
NEW PROBLEMS TO COPE WITH, I.E., DEPLOYING AND OPERATING THE
U-2R FOR THE FIRST TIME, USING A C-141 AS A BUDDY AIRCRAFT AS WELL
AS FOR SUPPORT AIRLIFT, ETC., IN ALL CASES THESE PROBLEMS WERE
SOLVED PRIOR TO THE DEPLOYMENT.

SOLVED PRIOR TO THE DEPLOYMENT.

COORDINATING OFFICERS

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DO DEPLOYMENT/REDEPLOYMENT

DEPLOYMENT/REDEPLOYMENT WAS GENERALLY CONSIDERED AS

LIKELY
OUTSTANDING. IT WAS CONSIDERED POSSIBLE THAT MORE SUPERVISORY

CONTROL OF THE AREA IMMEDIATE TO THE U-2 AT COULD

POSSIBLY HAVE PREVENTED THE DIRECTOR FORK LIFT INCIDENT.

25×10

CONSIDERED AS OUTSTANDING. THE SCHEDULED U-2 FLIGHTS. THE C-141
JOIN UP PROCEDURES. AND ALL AREAS OF THIS FUNCTION CAME OFF
WITHOUT A HITCH.

DEPLOYMENT WAS COMPLICATED AND VERY DIFFICULT TO ACCOMPLISH, IT IS A KNOWN FACT THAT WHEN EVERYTHING GOES PERFECTLY IN COMMO THERE IS GENERALLY NOTHING SAID ABOUT IT. THIS WAS CERTAINLY THE CASE ON THIS DEPLOYMENT.

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DESERVES THE MAJOR CLAIM FOR THE SUCCESS OF THIS OPERATION.

THE PROGRAM OF REDUCING OUTSIZE A.G.E. TO COLLAPSIBLE MOBILE

PROPORTIONS, WHERE IN THE LOADING OF THE C-141 WOULD BE WITHIN

CUBE AND WRIGHT LIMITATIONS, PAID OFF IN MANY DIVIDENDS ON THIS

DEPLOYMENT. ADDITIONALLY THE FACT THAT THE U-2R DEPLOYED, FLEW

JULY THREE SOUTIES, AND REDEPLOYED WITH ONLY MINOR WRITE-UPS SPEAKS

FOR ITHELY AS TO THE OUTSTANDING AIRCRAFT MAINTENANCE ABILITY

OF THE DEPACHMENT.

(5) DETACHMENT G SECURITY STAFF DEMONSTRATED THEIR CAPABILITY TO PERFORM ON A DEPLOYMENT IN A HIGHLY PROFESSIONAL MARKER, MOVEYER, NEW PROCEDURES ARE BRING FORMULATED WRICH WILL MORE EFFECTIVELY SAFEGUARD DEPLOYED AIRCRAFT FROM ACCIDENTAL DAMAGE.

(6) THE COVER PLAN FOR THIS DEPLOYMENT WAS CONSIDERED TO BE ADRIQUATE AND REFECTIVE. IT IS BELIEVED.

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| | HOWEVER, THAT THE DETACHMENT COULD HAVE | E B | CITE ETTER FO | 325∕18 LLOWED | |
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THERE ARE OTHER SMALL AREAS IN

THIS COVER AREA THAT NEED TO BE WORKED OUT WITH THE DETACHMENT PRIOR TO THE NEXT DEPLOYMENT. GENERALLY SPEAKING THE DETACHMENT NEEDS TO BE GIVEN A BETTER UNDERSTANDING AS TO EXACTLY WHAT IS EXPECTED OF THEM IN THIS AREA.

(7) THE LONG RANGE WEATHER FORECASTING TASK
FOR THIS DEPLOTMENT WAS, AS USUAL, DIFFICULT; HOWEVER, THE
FORECASTS GIVEN WERE CONSIDERED TO BE OUTSTANDING.

E. SIGNIFICANT ITEMS NOTED

(1) THE LONG RANGE CAPABILITY OF THE U-2R WAS DRAMATICALLY DEMONSTRATED. IT IS POSSIBLE THAT THE RETURN

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FERRY FLIGHT SET NEW RECORDS FOR SINGLE ENGINE JET AIRCRAFT
WITH ITS 13 PLUS FLIGHT TIME.

(2) PILOT FATIGUE IS NOT A FACTOR ON LONG RANGE U-2R FLIGHTS.

(3) THE SUPPORT PROVIDED BY THE C-141 AIRCRAFT APPEARS TO ADEQUATELY MEET ALL OF THE DETACHMENT'S REQUIREMENTS FOR FAST MOVE DEPLOYMENTS.

(4) THIS DEPLOYMENT HAS PROVEN THE PHASE I

CONCEPT. (FAST MOVE WITH MINIMUM A.G. E. AND LOGISTICAL SUPPLIES.)

(5) THIS DEPLOYMENT HAS PROVEN THE DETACHMENT'S PLEXIBILITY OF RESPONSE TO EVER CHANGING SITUATIONS AND ADVERSITY.

TEN FOLLOW UP REQUIREMENTS:

(1) FURTHER STUDIES WITH USAF ARE REQUIRED TO

INCREASE THE UTILIZATION OF THE C-141 AS THE PRIMARY SUPPORT

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AIRCRAFT FOR THE DETACHMENT.

(2) THE PREPOSITIONING OF THE U-2'S JPTS FUEL.

AT VARIOUS LOCATIONS THROUGHOUT THE WORLD NEEDS TO BE STUDIED.

25×1C (3) SPECIFICATIONS ON THE FOR SUPPORT AIRCRAFT) FUEL WITH THE ANTI ICING BLENDER NEEDS TO BE OBTAINED.

(4) A REVIEW OF THE REQUIREMENTS FOR THE SUPPORT AIRCRAFT TO "BUDDY" WITH THE U-2 IS IN ORDER.

(5) DEVELOPMENT OF LONG RANGE PLANS FOR THE NEXT IDEALIST JACKSON DEPLOYMENT SHOULD BE INITIATED IN THE NEAR FUTURE.

3.2 IN SUMMARY ALL ON OUR SIDE CONSIDER THE EXERCISE A NOTEWORTHY SUCCESS AND WE ARE LOOKING FORWARD TO OUR NEXT DEPLOYMENT(S) FOR CONTINUED SUCCESSES. WOULD APPRECIATE

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- PROJ HQ APPRECIATIVE OF RAPID RESPONSE TO REQUIREMENT FOR REPORT ON SCOPE SAINT II EXERCISE. THE THOROUGHNESS OF THIS REPORT WILL SERVE AS A USEFUL GUIDE IN THE PLANNING AND CONDUCT OF FUTURE DEPLOYMENTS. NO FURTHER REPORT WILL BE REQUIRED RELATIVE TO SCOPE SAINT II AS REF WILL BE CONSIDERED THE FINAL WRAP UP FROM
- 2. REF, PART II. FOLLOWING ARE PARA BY PARA COMMENTS BY PROJ HQ:
- A. PARA A, 1. MORE STREES WILL BE PLACED ON THIS TYPE ITEM

 IN THE FUTURE. COORDINATION WITH WILL EMPHASIZE THE

 REED FOR THESE HAV AIDS ON BUDDY FLIGHTS AND THAT THE MAC UNIT

 PROVIDING THE SUPPORT AIRCRAFT RECEIVE PROPER INSTRUCTIONS.
 - B. PARA A, 2(1) AND (2). FAA COORDINATION WITH APPROPRIATE PERSONNEL WAS AND WILL BE ACCOMPLISHED IN THE FUTURE TO ASSURE THAT CLEARANCES, ROUTES, ETC., ARE AS COMPATIBLE AS POSSIBLE COORDINATING OFFICERS

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- C. PABA 3. COMSIDERATION WILL BE GIVEN ON AN INDIVIDUAL BASIS TO THIS SUGGRETION IN THE FUTURE, DEPENDENT ON SITUATION EITHER TACTIC MAY BE USED.
 - D. PARA B, 1(A). CONCUR,
- INVOLVED AND DIFFICULT THAN PREVIOUS ARRANGEMENTS WITH KC-135 25×1A

 UNITS. PROJ HQ WILL FURTHER DISCUSS THIS ITEM WITH AND

 ATTEMPT TO REACH AN AGRESMENT WHEREBY DIRECT COORDINATION WILL

 BE AUTHORIZED BETWEEN AND THE APPROPRIATE HAC COMMAND

 POST TO ASSURE THAT AIRLIFT SUPPORT COMFIG IS COMPATIBLE WITH

 OUR SPECIFIC REQUIREMENTS.
- P. PARA B. 1(C)(1), (2), (3) AND (4). CONCUR. SPECIFIC REQUIREMENTS AND REPECTIVE COORDINATION SHOULD BE ABLE TO RESOLVE THESE REQUIREMENTS. ABOVE BEING PASSED TO 25×1A
- G. PARA B, 2(A). AGREE THAT COMPLETE AND DETAILED SUPPORT
 REQUIREMENTS SHOULD BE LEVIED ON THE DESTINATION BASE BY THE
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- H. PARA B. 2(B). NOTED.
- I. PARA 2(C). NOTED. PROJ EQ WILL CONTINUE TO EXPLORE
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 WILL CONTINUE.
 - J. PARA D. NOTED.
 - K. PARA B. NOTED.
 - L. PARA F. 1. MOTED
- M. PARA F, 2(A) AND (B). THOUGHTS EXPRESSED WILL BE EXPLORED TO DETERMINE IF AN ACCEPTABLE MANE CAN BE SELECTED THAT WOULD IMPROVE ON THE PRESENT U-2 IMAGE.

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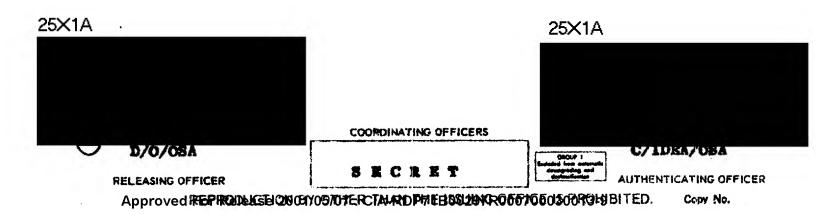
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